

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

Every year, approximately 75 percent of fatal and injury-combined collisions involve the top five Primary Collision Factors (PCF): driving under the influence (DUI) of alcohol or other drugs, speed, auto right-of-way, traffic signals and signs, and improper turning (see PCF Table). The number of victims is well above the number of collisions themselves. Preventing and reducing collisions, and therefore reducing the numbers of fatality and injury victims is the major focus of OTS grants. Achieving fatality and injury reduction goals is accomplished through multifaceted approaches to the comprehensive traffic safety problems, e.g., speed, DUI, and nighttime collisions. Seatbelt and child passenger safety restraint enforcement and outreach efforts, speed-enforcement operations, deployments of radar trailers, along with school and civic presentations serve to culminate in a reduction in the numbers of fatality and injury victims in specific collisions.

Alcohol is the number one PCF in fatal crashes. According to 2007 California Statewide Integrated Traffic Records System (SWITRS) provisional data, 32,133 people were killed or injured in alcohol-involved crashes, 239 fewer than in 2006. In addition, the number of alcohol-involved fatal victims decreased 5 percent in 2007 from 1574 to 1491; alcohol-involved traffic injury victims decreased one-half percent from 30,798 to 30,642.

Speed is consistently the top PCF collectively for both fatal and injury collisions. SWITRS 2007 provisional data shows that unsafe speed was the PCF in 28.5 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed decreased 9 percent from 58,943 in 2006 to 53,489 in 2007. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2007*		2006	
	Fatal	Injury	Fatal	Injury
1. Speed	620	52,869	607	58,336
2. Driving Under the Influence	785	15,406	857	14,957
3. Auto Right-of-Way	204	30,506	245	33,997
4. Improper Turning	711	25,309	754	25,855
5. Traffic Signals & Signs	195	15,448	202	17,159
Total	2515	139,538	2,612	143,865
Total Fatal and Injury Collisions	142,053		146,477	

**This is provisional data and is subject to change*

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2007*	Fatalities	Injuries
Injuries and Fatalities	3,974	265,614
Total Fatalities and Injuries	269,588	

**This is provisional data and is subject to change*

Traffic-related fatalities and injuries decreased 4 percent in 2007. California's 2007 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased 9 percentage points from 1.27 in 2006 to 1.18 in 2007 (provisional data).

Illegal street racing is not just a great annoyance to the public; it exposes the public, spectators, and racers themselves to extreme hazards. Serious problems of deaths and injuries due to illegal street racing affect all major California cities. It is estimated that during 2007, illegal street racing attributed to over 100 traffic fatalities. As high as that number appears, the problem is actually significantly underreported due to the need for reporting reforms.

II. ACTION PLANS

Police Traffic Services (PTS) is an essential element in any state or community traffic safety program. With few exceptions, other program components depend on the participation and cooperation of the enforcement community. Police departments should improve and broaden the level and quality of this cooperative effort to the maximum extent possible. Besides giving law enforcement agencies the ability to start effective selective traffic enforcement programs (STEPs), PTS grants include training and appropriate enforcement of DUI, driver license, and occupant restraint laws.

Local police departments who secure a PTS grant first complete a systematic program that starts with the identification and analysis of specific traffic problems that occur in a community. Grantees categorize collisions by type, Primary Collision Factor, age, and by time and location of their occurrence. An internal assessment of the department's current level of traffic enforcement and education is conducted by comparing their activity with the objectives listed on the "OTS Blueprint." After identifying specific collision related problems and assessing their current level of traffic enforcement and education, police departments develop appropriate performance goals and objectives and depict the personnel and equipment needed to reduce their traffic safety problems.

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$47,000 up to \$1,701,315 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2009 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - SELECTIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM (STEEP)

Funds in this task provide for personnel, equipment, and operating costs to conduct traffic safety enforcement and education. The primary goals include the reduction of the number of persons killed in alcohol-involved, speed-related, hit-and-run and nighttime collisions. Other goals are to increase seat belt, child safety seat, and bicycle helmet usage rates.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. OTS will continue funding 13 local grants initiated in fiscal year 2008 into fiscal year 2009.

Grant #	Agency	402 Funds	406 Funds	410 Funds	164AL Funds
PT0803	Arvin	\$26,128	\$7,316	\$18,813	
PT0804	Manteca	\$40,380	\$11,306	\$29,074	
PT0805	Suisun City	\$76,160	\$21,325	\$54,835	
PT0811	Farmersville	\$23,937	\$6,702	\$17,234	
PT0820	Woodland	\$38,850	\$10,878	\$27,973	
PT0823	Turlock	\$67,484	\$18,896	\$48,588	
PT0827	Fairfield	\$55,148	\$15,441	\$39,706	
PT0828	Riverside	\$109,277	\$30,598	\$78,679	
PT0831	Patterson	\$35,231	\$9,865	\$25,367	
PT0833	Clovis	\$82,027	\$22,967	\$59,059	
PT0836	San Luis Obispo	\$43,242	\$12,108	\$31,134	
PT0838	Shafter	\$23,947	\$6,705	\$17,243	
PT0910	Oakland	\$153,634			\$166,436

TASK 3 - CALIFORNIA HIGHWAY PATROL

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS will continue funding 5 local grants initiated in prior years into fiscal year 2009 and commence funding one new grant in fiscal year 2009. These grants will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

163

PT0818 - CALIFORNIA HIGHWAY PATROL

START SMART FOR ALLIED AGENCIES

This project will export the California Highway Patrol's Start Smart Teen Driver Safety Education Program to allied agencies statewide. The Start Smart program is a form of driver safety education for newly licensed teen drivers 15-19 years of age. Start Smart presentations emphasize how best to prevent and/or react to the driving dangers members of this age group are likely to encounter. CHP will train allied law enforcement agency representatives statewide in proven methods of delivering effective Start Smart presentations. Each allied agency will be provided with training and template materials to enable them to reproduce and present the Start Smart program independently. (\$287,046)

PT0819 - CALIFORNIA HIGHWAY PATROL

STREET RACING TRAINING

Over the past few years California Highway Patrol area offices have reported a steady increase in street racing and side show activity. This grant will provide Police Officer Standards and Training (P.O.S.T.) certified Street Racing and Modified Vehicle field certification training to officers throughout the state. Included in the training will be several specialized enforcement operations designed to reduce the number of fatalities and injuries attributed to street racing and the side show activities that accompany it. (\$1,140,101)

PT0826 - CALIFORNIA HIGHWAY PATROL

SAVING LIVES IN CALIFORNIA (SLIC) II

The California Highway Patrol will implement an enforcement program to combat fatal/injury speed-caused collisions, including those involving motorcycles. The project seeks to reduce such collisions and victims impacted by various percentages from corresponding 2006 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign. Various strategies will include radar trailer deployments, safety presentations, news conference/releases, and paid media. Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems. (\$1,701,315)

**PT0813 - CALIFORNIA HIGHWAY PATROL
TRI-VALLEY TRAFFIC SAFETY CHALLENGE**

The Tri-Valley area is composed of the communities of Danville, Dublin, Livermore, Pleasanton, San Ramon, and is within the jurisdiction of the California Highway Patrol (CHP) Dublin Area office. It includes Interstates 580 and 680. Population increases and the resultant congestion has brought about an increase in fatal and injury collisions. The grant will enable the CHP to work in concert with local law enforcement agencies to reduce speed and DUI violations, encourage safe driving habits among mature motorists, and advocate proper occupant restraint. Participating agencies will coordinate enforcement to tackle a specific problem (e.g., speed) for an enforcement period, then address another (e.g., DUI) for the next enforcement period, etc. throughout the project period. (\$91,418)

**PT0825 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS II**

The California Highway Patrol (CHP) will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along two high-collision highway (corridor) segments. The first corridor has been identified in the CHP Sonoma Area; the second is State Route 12 within the CHP Golden Gate and Valley Divisions. This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the corridors and develop Safety Action Plans for implementing short and/or long-term solutions individually tailored to each corridor. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$670,683)

**PT0902 - CALIFORNIA HIGHWAY PATROL
COMPREHENSIVE APPROACH TO REDUCING SPEED (CARS)**

The California Highway Patrol (CHP) will implement a 21-month statewide project with a 12-month Program Operations Phase (during calendar year 2009) to combat fatal/injury speed-caused collisions, including those involving motorcycles. The project seeks to reduce such collisions and victims by various percentages from corresponding 2006 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign (radar trailer deployment, safety presentations, news conference/releases etc.) Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems. (\$3,557,856)

**PT0907 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS III**

The California Highway Patrol (CHP) will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along these high-collision highway (corridor) segments. The first corridor is a portion of State Route (SR) 119 in the CHP Buttonwillow Area; the second corridor is a portion of Interstate 15 in the CHP Rancho Cucamonga Area; and the third corridor is a portion of SR 49 in the CHP Grass Valley Area. This project includes both a

public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task force comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the three corridors and develop Safety Action Plans for implementing short and/or long term solutions individually tailored to each corridor. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$185,811)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

402

PT0829 - UNIVERSITY OF CALIFORNIA, BERKELEY

TRAFFIC SAFETY EVALUATIONS FOR CALIFORNIA COMMUNITIES

The Institute of Transportation Studies, Technology Transfer Program's goal is to reduce the number and severity of crashes on local streets and highways in California by providing free expert technical assistance to local enforcement and engineering staff. They will improve local traffic safety programs efficiency and effectiveness and recommend solutions for high crash sites. More than thirty (30) community evaluations will be performed. University staff oversee and evaluate performance of teams, market the program to cities and counties, and disseminate appropriate best practices. (\$438,327)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will fund four grants addressing the problems of illegal street racing in communities with a disproportionate illegal street racing problem. Illegal street racing is not just a great annoyance to the public; it also exposes the public, spectators, and racers themselves to extreme hazards due to the high speeds. OTS established a Regional Task Force conducting highly publicized "large-scale" enforcement operations targeting violations for "speed contests" and illegally modified engines and emissions systems modified to enhance competitiveness during illegal street racing. Personnel conduct surveillance before, during, and after the illegal street-racing enforcement actions to support the following: anticipate gatherings, identify veteran and new-comer participants, establish patterns of activity, assess criminal activity, identify individual groups within crowds, locate probation violators, and identify major violators. For 2009, a minimum of 80 specialized operations will be conducted. OTS established a comprehensive "train the trainer" program. This program provides each police department an officer who will help integrate and institutionalize the expertise necessary. This expertise includes identifying illegally modified vehicles as part of routine patrol duties. This trainer will train a minimum of 1,400 law enforcement personnel.

Grant #	Fund	Agency	FFY 2009 Funds
PT0809	402	Irwindale	\$160,983
PT0812	402	Ontario	\$309,801
PT0816	402	Elk Grove	\$250,634
PT0901	402	Chula Vista	\$265,217

TASK 6 – LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

OTS will continue funding five grants initiated in prior fiscal years and six new grants during fiscal year 2009. Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers, changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, personnel positions and overtime. The primary goals of this task are to increase seat belt compliance, traffic safety education and awareness, and decrease speed, intersection, red light, and alcohol-involved collisions.

Grant #	Agency	402 Funds	406 Funds	410 Funds
PT0801	Ontario	\$104,397	\$29,231	\$75,167
PT0802	Newport Beach	\$92,376	\$25,865	\$66,510
PT0814	Napa	\$71,763	\$20,094	\$51,670
PT0821	Elk Grove	\$68,809	\$19,267	\$49,543
PT0822	Whittier	\$65,138	\$18,239	\$46,899
PT0839	Mammoth Lakes	\$36,488	\$10,217	\$26,271

Grant #	Agency	164AL Funds	402 Funds
PT0903	Ridgecrest	\$23,010	\$88,500
PT0904	San Mateo	\$36,737	\$54,535
PT0905	Pasadena	\$119,269	\$113,631
PT0906	Capitola	\$20,209	\$25,588
PT0908	Beverly Hills	\$133,287	\$143,310
PT0909	Livermore	\$94,000	\$63,800

TASK 7 - VEHICLE IMPOUND PROGRAMS

One grant will continue from fiscal year 2008. This agency was selected based on a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. The grant will impound for up to 30 days, the vehicles of unlicensed drivers, who have never been issued a license, and drivers with a suspended or revoked license.

The Vehicle Impound Program seeks to reduce traffic crashes involving drivers with suspended or revoked licenses. Grant activities include DUI/Driver's License checkpoints and special enforcement operations targeting those who continue to drive with a suspended or revoked license. A "Hot Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with suspended or revoked licenses as a result of DUI convictions, and "Stakeout" operations to observe the "worst of the worst" repeat DUI offender probationers with suspended or revoked driver licenses. Additionally, "Court Sting" operations may be conducted to cite individuals driving from court after having their license suspended or revoked.

The primary goals are to reduce collisions that are alcohol-involved, hit-and-run, and nighttime related. In addition, these grants will strive to increase conviction rates for habitual DUI offenders that continue to drive with suspended or revoked licenses.

Grant #	Fund	Agency	FFY 2009 Funds
PT0840	402	Los Banos	\$69,717